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FITFORM

RATE INCREASE IS UNDER DISCUSSION

Mr. Henshaw Talks about That
Question and Value In-
creases of Property.

(BY ASSOCIATED PRESS)
WASHINGTON, Oct. 30.—Railroad
corporations in making rates are en-
titled to charge for an increase in the
value of their right of way only up to a
certain limit, George I. Henshaw, a
member of the Oklahoma corporation
commission, declared today in an ad-
dress before the National Association
of Railway Commissioners.

Mr. Henshaw was discussing the
elements of appreciation in railroad
valuations in connection with ascer-
taining such valuations for rate mak-
ing purposes. He held that the in-
creased value of real estate in ter-
minals, right of way, etc., was largely
due to the railroad's location which
"originally, belonged to the public"
and that there was "great force to the
inquiry whether the public should not
share in their increase."

"It is conceded," said Mr. Henshaw,
"that the property of the Pennsylvania
railroad, surrounded by large cities,
has increased in commercial value
compared with property originally
costing the same amount but not so
fortunately located."

"Can it be insisted that because of
this increased commercial value, the
Pennsylvania railroad should be en-
titled to increased toll for the use of
its property because its location may
be worth as much or more than all
the investment on the location? If a
state grants to a railroad the right to
use a pass between mountains, can
the company insist upon the public's
paying interest upon an investment
equal to the tunneling, on the removal
of the mountain?"

"My conclusions are that there
must be a limit to the increased val-
ues of right of way, because of the
building of large cities, or the par-
ticular location of the railroad. What
that limit is must be determined by
the rules of equity, that is—what is
fair to the carrier and what is fair
to the public. This statement may
appear to mean but little. What I
mean to emphasize is that the value
of right of way and terminal grounds
in large cities is not without limit as
compared with value of adjoining
property when the value or use of
the adjoining property depends on
the existence of the railroad."

SALMON

Culture in This Country is
Enormous According to a
Government Report.

WASHINGTON, D. C., Oct. 30.—
The Department of Commerce is
much interested in a report received
from British Columbia regarding a
catastrophe which has befallen the
salmon in the Fraser river. It ap-
pears that during recent blasting op-
erations on the Canadian Northern
railway large masses of rock were
dislodged and fell into one of the
tributaries of the Fraser river, com-
pletely blocking the stream. At that
time the sockeye salmon were as-
cending the river to spawn, and a
body of fish estimated to number not
less than 1,000,000, were intercepted
and all of them ultimately died be-
fore being able to deposit their
eggs. This species of salmon is very
particular in the choice of its spawn-
ing grounds and always selects for
this purpose streams which are the
feeders of lakes.

Great interest attaches to this
matter because of the very extensive
fisheries and canning plants in Puget
Sound which are supported by the
annual runs of spawning fish bound
for the upper waters of Fraser river.
Minnow spawning grounds exist on
several streams in Washington, but
the success of the industry and the
livelihood of thousands of persons
depend on the fish which reach the
headwaters of the Fraser river.

Assuming that half of the inter-
cepted fish were females, it has been

computed that the shortage of the
egg crop this season will be not less
than two to three billions. The ef-
fects of this catastrophe will be seen
three to five years hence, when the
1913 progeny come back to the riv-
ers to spawn. How serious the out-
come will be can only be surmised,
but in view of the large economic
interests that are at stake in both
Washington and British Columbia it
is essential that extraordinary ef-
forts be put forth in order to coun-
teract the shortage as far as possi-
ble. The work of artificial propaga-
tion should be actively pushed, and
the fishery should be conducted with
greater consideration than ever be-
fore for the maintenance of the sup-
ply.

NOTES

By Amos Jenkins Telling of
Some of the Things He Has
Seen in California.

[By Amos V. Jenkins.]

RIVERSIDE, Calif., Oct. 25.—We
have been on the Pacific coast one
year and last Sunday was one of the
most pleasant days we have had since
coming here. We took a little ride
out to Long Beach, a coast town of
some 12,000 population. Interesting
sights awaited us there, also curi-
ous sights, and we saw some
peculiar shaped sea shells at a fabu-
lous price. The beach is nothing but
pure white sand which will not soil
the most delicate fabric, as it is
washed continually by the waves.
Thousands of people throng this beach
every Sunday, lounging on the sand
or bathing in the surf. Life guards
patrol the beach and keep a sharp
lookout for those who may go out to
depths beyond safety. It is the under-
current in which the inexperienced
bather loses his wits and often his
life. The waves roll in and up the
beach only to recede very rapidly,
and are met by an incoming wave
which is several feet higher than the
one going back, the receding one
simply slipping under the wall of
water coming in and this is termed
the under current which goes back to
sea with great force. It was amazing
to us to see the way the bathers could
frolic in these waves.

At 10:30 we saw our first whale or
whales I might have said, as there
were dozens of them, schools I be-
lieve they call them, all following one
monster which was some distance in
the lead, and all going through the
same peculiar movements. If this
happened to be the specie that Jonah
had some experience with his quarters
must have been somewhat uncomfort-
able but he certainly had plenty of
room.

After viewing the sights at Long
Beach until 2:30 we all took a boat
over to San Pedro, a distance of sev-
en miles. This is a natural deep water
harbor and the largest vessels enter
here, yet the government is spending
vast sums of money improving it in
many ways. It has built a break-
water which extends out in the ocean
for three miles built of rock and con-
crete. This keeps the big waves from
entering the harbor at all, and the
harbor is practically calm during a
storm. Here we saw large dredging
vessels at work bringing up tons of
mud and sand from the bottom near
the shore, and it surely made faster
progress than some of us boys did
a few years ago when we cleaned out
the "old swimming hole" just below
Johnstown.

Four submarine boats were in the
harbor, anchored side by side, peculiar
looking crafts and yet can take in a
big breath and sink many feet under
water and remain there days with a
crew of eighteen men. The harbor
was dotted with nearly all kinds of
vessels, sail boats, gasoline yachts,
large steamers laden with lumber
cargo and ocean going greyhounds
their top deck crowded with passen-
gers. From the dock we strolled up
to San Pedro Heights, which is real-
ly the city park. A magnificent view

is obtained from here. To the west
stretches the "Father of Waters" and
in the distance we could see tops of
large vessels, just their smoke stacks
visible, and at the end of the govern-
ment breakwater the light house is
plainly seen. To the east is Long
Beach seven miles away but does not
look more than three or four. We
hope in the near future to go over to
Catalina Island, a distance of a few
miles. Here visitors are taken out in
boats which have glass bottoms that
they may see the submarine gardens,
vegetation growing on the bottom of
the ocean. These things are inter-
esting to us in the extreme, but we
know that there are many things
back in West Virginia that westerners
would be mighty glad to get a peep
at. October with its still hazy Indian
summer and gorgeous colored leaves
is not found here, and it has now been
seven months since we saw any rain
fall. They call it the sun bath here
or something of the kind. I guess
we would call it one eternal drought.
During the last summer we felt the
heat at times severe, the mercury
bubbling up 118 in the shade, and no
shade.

MASQUERADE

Social Affair with Program is
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Music—Choir.
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Performance—Prof. Blackburn.
Solo—Mrs. Rickett.

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